

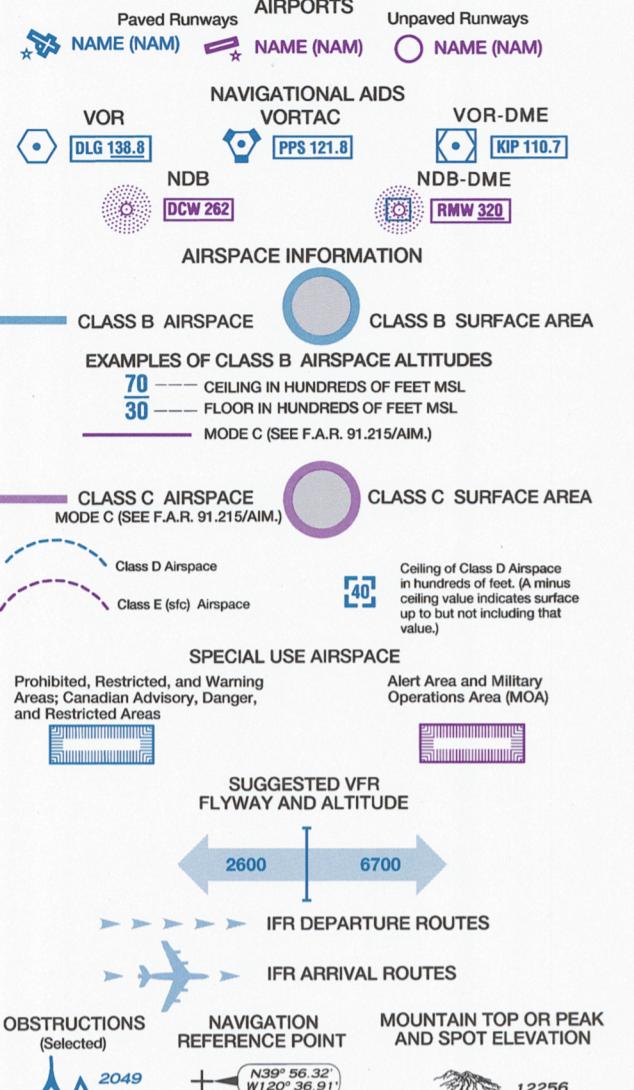
PHOENIX

CHARTED VFR FLYWAY PLANNING CHART

Scale 1:250,000

NOT TO BE USED FOR NAVIGATION

LEGEND



THIS CHART IDENTIFIES VFR FLYWAYS DESIGNED TO HELP VFR PILOTS AVOID MAJOR CONTROLLED TRAFFIC FLOWS. IT DEPICTS MULTIPLE VFR ROUTINGS THROUGHOUT THE PHOENIX AREA WHICH MAY BE USED AS ALTERNATES TO FLIGHT WITHIN THE ESTABLISHED CLASS B AIRSPACE. ITS GROUND REFERENCES PROVIDE A GUIDE FOR IMPROVED VISUAL NAVIGATION. THIS IS NOT INTENDED TO DISCOURAGE REQUESTS FOR VFR OPERATIONS WITHIN THE CLASS B AIRSPACE BUT IS DESIGNED SOLELY FOR INFORMATION AND PLANNING PURPOSES.

CAUTION

THE ENTIRE PHOENIX AREA IS HEAVILY CONGESTED WITH MANY DIFFERENT AIRCRAFT TYPES. THESE ROUTE SUGGESTIONS ARE NOT STERILE OF OTHER TRAFFIC; THEY ARE AREAS WE BELIEVE LEAST CONGESTED IN AN AREA OF HEAVY CONGESTION. PILOT ADHERENCE TO VFR RULES MUST BE EXERCISED AT ALL TIMES. COMMUNICATIONS MUST BE MAINTAINED BETWEEN AIRCRAFT AND CONTROL TOWERS WHILE IN CLASS D AIRSPACE.

VFR TRANSITION ROUTES

THIS CHART ALSO IDENTIFIES VFR TRANSITION ROUTES IN THE PHOENIX CLASS B AIRSPACE. OPERATION ON THESE ROUTES REQUIRES ATC AUTHORIZATION FROM PHOENIX APPROACH CONTROL UNTIL AUTHORIZATION IS RECEIVED, REMAIN OUTSIDE CLASS B AIRSPACE. DEPICTION OF THESE ROUTES IS TO ASSIST PILOTS IN POSITIONING THE AIRCRAFT IN AN AREA OUTSIDE THE CLASS B AIRSPACE WHERE ATC CLEARANCE CAN NORMALLY BE EXPECTED WITH MINIMAL OR NO DELAY. ON INITIAL CONTACT, ADVISE ATC OF POSITION, ALTITUDE, ROUTE NAME DESIRED, AND DIRECTION OF FLIGHT. REFER TO CURRENT PHOENIX VFR TERMINAL AREA CHART OF USER REQUIREMENTS.

PHOENIX CLASS B AIRSPACE
OPERATING RULES AND PILOT EQUIPMENT REQUIREMENTS. Regardless of weather conditions, an ATC authorization is required prior to operating within the Class B Airspace. Pilots should not request an authorization to operate within the Class B Airspace unless the requirements of FAR 91.215 and FAR 91.31 are met, included among other requirements:

- Unless otherwise authorized by ATC, an operable two-way radio capable of communicating with ATC on appropriate frequencies for that Class B Airspace.
- No person may take off or land a civil aircraft at an airport within the Class B Airspace or operate a civil aircraft within the Class B Airspace without an ATC clearance.
- The pilot in command holds at least a private pilot certificate or:

3. Unless otherwise authorized by ATC, any person operating a large turbine-powered aircraft or from a primary airport shall operate at or above the designated floors while within the lateral limits of the Class B Airspace.

4. An operable TACAN receiver for IFR operations.

5. A transponder with automatic altitude reporting equipment.

NOTE: ATC may, upon notification, immediately authorize a deviation from the altitude reporting equipment requirement or a transponder failure; however, other requests for deviations from the transponder equipment requirement must be referred to the controlling ATC facility at least one hour before the proposed operation.

FLIGHT PROCEDURES

IFR FLIGHTS - Aircraft operating within the Phoenix Class B Airspace must be operated in accordance with ATC clearances and instructions.

VFR FLIGHTS

A pilot should contact the appropriate approach control on specified frequencies and in relation to geographic fixes shown on the accompanying chart. Although arriving aircraft may be operating beneath the floor of the Class B Airspace on initial contact, communications should be established with approach control in relation to the altitude reporting equipment required for sequencing and spacing purposes.

2. Aircraft departing the primary area of flight to depart the Class B Airspace. Aircraft departing from their primary airports whose route of flight would penetrate the Class B Airspace should give this information to ATC on the appropriate frequency.

3. Aircraft operating in the Class B Airspace must obtain an ATC clearance to enter the Class B Airspace and will be handled on an ATC workload permitting basis.

ATC PROCEDURES

All aircraft will be controlled and separated while operating within the Class B Airspace, except helicopters need not be separated from other helicopters. Although radar separation will be the primary standard used, approach and other controllers will be used as much as possible to separate observed and unidentified radar targets.

NOTE: Assumption of radar hearings and/or altitudes is based on the provision that a pilot operating in accordance with visual flight rules is expected to advise ATC of compliance with an assigned route, radar hearing or altitude will cause the pilot to violate such rules.

NOTES

Features normally used as checkpoints for controlling VFR traffic are emphasized on this series of charts so they may be readily identified.

Example: **MOTOROLA PLANT**
The name shown is that used by the controlling personnel and is not necessarily the official name of the feature.

